

Chapter 7. Visual

Section 1. General

7-1-1. CLASS A AIRSPACE RESTRICTIONS

Do not apply visual separation or issue VFR or "VFR-on-top" clearances in Class A airspace.

7-1-2. VFR CONDITIONS

a. You may clear aircraft to maintain "VFR conditions" if one of the following conditions exists:

1. The pilot of an aircraft on an IFR flight plan requests a VFR climb/descent.

2. **TERMINAL.** The clearance will result in noise abatement benefits where part of the IFR departure route does not conform to an FAA-approved noise abatement route or altitude.

PHRASEOLOGY-
MAINTAIN VFR CONDITIONS.

MAINTAIN VFR CONDITIONS UNTIL (time or fix).

MAINTAIN VFR CONDITIONS ABOVE/BELOW (altitude).

CLIMB/DESCEND VFR,

and if required,

BETWEEN (altitude) AND (altitude)

or

ABOVE/BELOW (altitude).

b. When, in your judgment, there is reason to believe that flight in VFR conditions may become impractical, issue an alternative clearance which will ensure separation from all other aircraft for which you have separation responsibility.

PHRASEOLOGY-
IF UNABLE, (alternative procedure), AND ADVISE.

7-1-3. APPROACH CONTROL SERVICE FOR VFR ARRIVING AIRCRAFT

Issue the following where procedures have been established for arriving VFR aircraft to contact approach control for landing information:

a. Wind, runway, and altimeter setting at the airport of intended landing. This information may be omitted if contained in the ATIS broadcast and the pilot states the appropriate ATIS code or if the pilot uses the phrase, "have numbers."

NOTE-

Pilot use of "have numbers" does not indicate receipt of the ATIS broadcast.

b. Traffic information on a workload permitting basis.

c. Time or place at which the aircraft is to contact the tower on local control frequency for further landing information.

d. An aircraft may be instructed to contact approach control for landing and traffic information upon initial contact with the tower.

REFERENCE-

FAAO 7110.65, Application, Para 7-6-1.

FAAO 7110.65, Service Availability, Para 7-6-2.

7-1-4. VISUAL HOLDING OF VFR AIRCRAFT

TERMINAL

When it becomes necessary to hold VFR aircraft at visual holding fixes, take the following actions:

a. Clear aircraft to hold at selected, prominent geographical fixes which can be easily recognized from the air, preferably those depicted on sectional charts.

NOTE-

At some locations, VFR checkpoints are depicted on Sectional Aeronautical and Terminal Area Charts. In selecting geographical fixes, depicted VFR checkpoints are preferred unless the pilot exhibits a familiarity with the local area.

REFERENCE-

FAAO 7110.65, Visual Holding Points, Para 4-6-5.

b. Issue traffic information to aircraft cleared to hold at the same fix.

REFERENCE-

FAAO 7110.65, Holding, Para 7-6-5.

PHRASEOLOGY-

HOLD AT (location) UNTIL (time or other condition),

TRAFFIC (description) HOLDING AT (fix, altitude if known),

or

PROCEEDING TO (fix) FROM (direction or fix).